CHAPTER 3 PROJECT DESCRIPTION

This chapter describes the existing conditions at the project site and surrounding areas, identifies General Plan and Zoning designations for the project site, lists the objectives of the proposed project, and provides a detailed description of the proposed project, as well as a list of required entitlements and approvals. Figures are provided to facilitate a thorough understanding of the project's regional location, site characteristics, and project components. This Draft EIR evaluation of potential impacts is based on the existing conditions of the project site and the characteristics of the proposed project as described below.

3.1 STUDY AREA CHARACTERISTICS

Project Location

The proposed Livingston's Concrete Batch Plant project site is located near the community of Ophir in Placer County, California. The southern boundary of the site is ±70 feet north of the edge of pavement on Interstate 80 (I-80) and ±50 feet from the interstate right-of-way. The northern boundary fronts on Ophir Road near the intersection of Ophir Road and Geraldson Road, as shown on *Figure 3-1 Site and Vicinity Map* and *Figure 3-2 Aerial Photo.* The project site occupies Placer County Assessor's Parcel Number (APN) 040-271-042 (*Figure 3-3 Parcel Map)* and appears on the Auburn 7.5-minute series U.S. Geological Survey quadrangle, in Section 20, Township 12 North, Range 8 East. The site is approximately one mile west of the western boundary of the City of Auburn.

The site is accessed from westbound I-80 from the Ophir Road exit. The project site is located on the south side of Ophir Road, approximately one-half mile from the exit.

Project Site Description

The approximately five-acre project site is currently vacant. Historically, it was the site of an apple orchard and some apple trees remain. Vegetation onsite is characterized by non-native annual grasses, shrubs, and trees including apple, pine, locust, and several varieties of native oaks (ECORP, 2003). The parcel slopes upward from Ophir Road toward I-80. Ground elevation along the project's frontage on Ophir Road is ±955 feet above mean sea level, while the elevation at the southern property boundary (near I-80) is ±985 feet.

Soils

According to the Soil Conservation Service's *Soil Survey of Placer County* (*1980*), the entire project site is underlain by a single soil map unit: map unit 106 – Andregg coarse sandy loam, 2 to 9 percent slopes. Soils of the Andregg series typically consist of moderately deep, well drained coarse sandy loams underlain by weathered granitic bedrock at depths ranging from 24 to 40 inches.

Drainage

The project site is located within the Auburn Ravine watershed. No major surface water features exist on the project site. Runoff from the site follows the natural slope of the site

Insert Figure 3.2 Aerial Photo

Insert Figure 3.3 APN Map

toward the north via overland flow where it is captured in a roadside ditch that runs from east to west along the southern side of Ophir Road. The roadside ditch delivers stormwater through a culvert that runs under Ophir road to a storm drain inlet on the western side of Geraldson Road. Water entering the storm drain inlet presumably discharges to Auburn Ravine, which is the first major surface water located downgradient of the storm drain inlet.

Waters of the U.S.

A Wetland Delineation prepared by North Fork Associates in 2005 mapped a total of 0.26 acres of wetlands on the project site, of which 0.01 acre was determined to be under the jurisdiction of the U.S. Army Corps of Engineers. The remaining 0.25 acres of seasonal wetland delineated on the subject parcel was determined to be the result of artificial hydrologic conditions created by a leaking underground pipeline crossing the subject property, and therefore is not subject to regulation as waters of the U.S.

3.2 GENERAL PLAN AND ZONING DESIGNATIONS

Project Site Designations

The proposed project site is currently vacant. The site is designated as Commercial in the *Ophir General Plan*. This designation allows a variety of urban commercial uses including, but not limited to, general and heavy commercial uses, highway service areas, and neighborhood-serving commercial centers. This designation is applied to other properties along Ophir Road in the project vicinity, which is near the major transportation corridors of I-80 and SR 49.

The project property is within a C-3 (Heavy Commercial) zone district. Combining designations applied to the zoning on the project site include UP (Use Permit required), and Dc (Design Scenic Corridor). Zoning designations are defined in **CHAPTER 4 LAND USE**.

Designations and Land Uses of Adjacent Parcels

The I-80 right-of-way abuts the project site on the south. The southern project site boundary is ±70 feet north of the edge of existing I-80 pavement.

The parcel abutting the project site on the east is currently undeveloped and carries a Commercial land use designation. The parcel abutting the project site on the west carries an Industrial (I) land use designation and is currently occupied by a propane distribution company. The parcel northwest of the project site on the corner of Ophir Road and Geraldson Road also carries an Industrial land use designation and is occupied by a landscaping products supplier. The property north of the project site (across Ophir Road) carries a Commercial land use designation. The western portion of the property is vacant while a single residence is situated in the eastern portion of this property, ±300 feet north of the project site.

Parcels abutting the project site on the east and the parcels across Ophir Road, north and northwest of the site are within the C3-UP-Dc zone district (the same zone district as the project site). Parcels immediately west of the project site are within the INP-Dc zone district (Industrial Park, Design Corridor combining district).

3.3 PROJECT OBJECTIVES

Project objectives of the proposed Livingston's Concrete Batch Plant facility are as follows:

1. Provide a batch plant facility with a daily production capacity of 300 cubic yards per day.

2. Establish the facility in a location that allows Livingston's to serve projects in the general Auburn area using as little vehicle fuel and creating as little vehicle pollution as possible.

3. Operate in a location that allows Livingston's to serve projects in the general Auburn area while resulting in the least amount of impacts on local transportation systems.

4. Operate in a location that allows Livingston's to serve projects in the general Auburn area within the narrow timeframe (90 minutes) allowed for delivery of their product in its optimum form.

5. Operate in a location that allows Livingston's to serve projects in the general Auburn area with the lowest costs to builders, contractors, and the community as possible.

3.4 PROJECT DESCRIPTION

Livingston's Concrete Service, Inc., of North Highlands, California, proposes the construction and operation of a concrete batch plant on an approximately five-acre parcel located near the community of Ophir, in Placer County. The proposed development includes a concrete batch plant (including a 57-foot tall batch plant tower), a 1,440 square-foot office building, a 1,800 square-foot warehouse building, a 15,000 gallon water storage tank, wash areas for concrete trucks, and parking for concrete trucks and employee vehicles. The project may also include a 900 square-foot single story apartment to be used as a caretaker's residence. This apartment is included on the site plan, but it is not a required component of the facility, and may or may not be included on the final Improvement Plans. This EIR evaluates the impacts of the project including the possible caretaker's apartment, to ensure that impacts are not minimized. Facility lighting would be necessary to provide for security and to illuminate the site during early morning operations. The proposed site plan is shown in *Figure 3-4*.

Plant Operations

Operations on the project site would include delivery and storage of materials, concrete mixing, transfer of mixed concrete to trucks, and reclamation of excess material from trucks returning from delivery runs. Concrete mixing would be done in the onsite concrete batch plant, with raw materials added to the plant by a loader. Mixed concrete would then be loaded onto concrete trucks. Prior to exiting the site, trucks would proceed over a wash rack that would spray water to clean concrete dust and debris from the truck and tires. Reclaimed or captured stormwater and washwater would be used in the wash rack as available. Upon returning from delivery runs, concrete trucks would proceed to the reclaimer where excess material would be washed from inside the truck and reclaimed for future use. Water from the washing operations and reclaimed from the excess material would also be recycled for use in plant operations.

Insert Figure 3.4 Site Plan

Waste material would be separated out and stored for removal to the landfill. The applicant estimates that solid waste generation of the project would be 75 tons per month. The Ophir plant is expected to produce 300 cubic yards of concrete per day. Hours and days of operation for the plant would be from 5:30 am to 3:30 pm Monday through Saturday.

Drainage and Grading

The majority of the project site would be paved. Paved surfaces would be sloped to facilitate collection of runoff from those surfaces in a treatment pond (±40 feet in length and composed of redwood bark filtration media) proposed in the northwestern corner of the paved area. The treatment pond would be plumbed to allow stormwater collected in the pond during precipitation events to be recycled for use in plant operations not requiring potable water (e.g., truck washing, concrete production). A separate four-foot deep stormwater detention basin with an approximate surface area of 2,900 square feet is also proposed in the northwestern portion of the project site. The basin would drain runoff via a cobbled outlet to an existing roadside ditch in the northwestern corner of the site. From the ditch, runoff would be conveyed to an existing culvert running under Ophir Road, and then to existing roadside drainage ditches along Geraldson Road.

At the southern property line, the project proposes to construct three tiered retaining walls between the project site and the I-80 right-of-way. A 3:1 slope would be created behind the first and second walls, with a 4:1 slope behind the third (southernmost) wall and the interstate right-of-way. The retaining walls would vary in height, depending on topography, and would range between two and four feet in height. The total height of the walls and backfilled soil will be ±20 feet above the finished grade elevation of the plant site. Drain lines would be placed behind the walls and would stub through the walls to the paved area to direct water from the upslope side of the walls into the detention basin. A substantial amount of grading would be required on the project site to reduce the slope of the parcel. Preliminary calculations indicate ±22,500 cubic yards of cut and ±1,200 cubic yards of fill would be required to construct the proposed project. This would require transport of ±21,300 cubic yards of soil to offsite facilities.

Water Supply

The project proposes to use groundwater from an existing onsite well until such time as treated water is available in the project area. The Placer County Water Agency (PCWA) plans to extend treated water to the project area, although construction of this extension is not currently funded and it is unknown when construction will occur.

The existing onsite well is located in the southwest corner of the project site. A pump house and associated equipment would be constructed in this location and would pump water via an underground 2-inch water line to a ±20-foot tall, 15,000 gallon water storage tank placed in the northwest corner of the paved area. The storage tank would be connected via a 6-inch water line to a fire hydrant and would provide water for fire-fighting purposes. Well water would be used to supply all potable water and fire-fighting needs and for all facility operations needs beyond what would be supplied through capture of surface runoff and recycling. Facility operations that require water include concrete mixing, watering of aggregate piles, and equipment and truck washing. It is expected that the plant will require 7,000 to 10,000 gallons of well water per day during the summer months, with much less required during the winter months when captured stormwater would be used to augment the well supply.

Wastewater Disposal

The project proposes to use a sand filtration septic system to treat domestic wastewater produced from the project. A septic field area approximately 0.30 acre in size is proposed for the southeastern corner of the site. The septic system would accept only domestic wastewater generated by onsite restrooms and utility sinks and the potential onsite caretaker apartment. The project is expected to accommodate a maximum of ten truck drivers, with limited amounts of time spent onsite, two full time employees onsite, and potentially one resident caretaker. No waste from plant operations would be discharged to the septic system. As described above, water used in plant operations would be recycled onsite, or would be discharged to the treatment pond in the northwestern portion of the project site.

Material Storage

Ground-level storage of material used in the concrete mix, such as aggregates, would be located in four concrete bays situated in the southeast corner of the paved area of the project site. Water runoff from this area would be conveyed to the treatment pond. Additional enclosed storage of materials and maintenance-related storage would be provided in the onsite warehouse. Stored materials would include hazardous materials such as equipment fuel and oil as well as concrete additives. The warehouse would also serve as a garage for the loader (tractor). No equipment repair would be performed in the onsite warehouse. All repair would occur at the existing Livingston's Concrete Services plant in North Highlands, while topping off of equipment fluids (such as oil) would occur onsite. These types of activities would occur within the primary operations area, and all drainage from this area would be directed to the treatment pond in the northwestern portion of the site.

Parking and Traffic Circulation

Parking for concrete trucks during hours of non-operation would be located along the western edge of the paved area. Employee vehicle parking would be situated between the two driveways, along the northern edge of the paved area. The proposed site plan provides 10 spaces for concrete trucks and 17 spaces for employee vehicles in these areas. An additional three parking spaces to be used for caretaker and employee vehicle parking would be located adjacent to the caretaker residence, or adjacent to the warehouse area if the caretaker apartment is not constructed.

Traffic circulation on the project site would generally move from east to west. The eastern driveway would serve as the entrance to the facility, with the western driveway serving as the exit. Generally, four lanes of traffic flow would be created through the site. The northernmost lane would serve employee vehicles entering and exiting the parking area, while the southern three lanes would be used by concrete and material delivery trucks to access the batch plant equipment, reclaimer (concrete and water recycler), ground storage area, or the truck parking area.

Easements and Landscaping

A 30-foot waterline easement is present along the northern property line, where the project site fronts on Ophir Road. The easement area would be landscaped except for the paving of the two proposed project access driveways. The area between each retaining wall at the southern boundary of the project site would be landscaped. Trees and shrubs populating the area

between the southern boundary of the project site and the guardrail on I-80 would remain undisturbed by the proposed project.

The project would also be required to offer for dedication one-half of an 80-foot highway easement along Ophir Road and improve this section of Ophir Road to meet the County's standards for an 80-foot right-of-way, as described below.

Offsite Improvements

The proposed project would include full-width widening of Ophir Road along the entire length of the property's frontage and construction of acceleration and deceleration tapers to provide safe egress and ingress to the project. The southern portion of Ophir Road would be widened to meet County standards for one-half of an 80-foot right of way. Drainage from the roadway would be conveyed in roadside ditches, as in the current condition.

Utilities and Services

The following agencies and private companies have been identified as providers of facilities and services for the proposed Livingston Concrete Batch Plant project:

Electricity and Gas	Pacific Gas and Electric Company
Fire Protection	Placer Consolidated Fire Protection District
Police Services	Placer County Sheriff's Department
Solid Waste	Auburn Placer Disposal Service
Telephone	AT&T

Water service is not available at the project site currently. The project proposes to obtain water from an existing onsite well. It is unknown when PCWA will extend public water service to the project area. Although plans for this extension have been completed, no funding has been authorized. At the time that public water service is available to the project site, the batch plant would be required to connect to the PCWA system and abandon the existing well. Potential impacts related to the proposed use of well water are evaluated in **CHAPTER 6 HYDROLOGY AND WATER QUALITY**.

Wastewater treatment is also not currently available at the project site. The project includes creation of an onsite septic system to treat wastewater generated onsite. There are no current plans to extend wastewater treatment services to the project area. However, at such time that public sewage collection and treatment infrastructure is available, the batch plant would be required to connect the public infrastructure and abandon the septic system.

3.5 ENTITLEMENTS AND REQUIRED APPROVALS

Table 3.1 lists the entitlements and approvals required from Placer County and from other responsible agencies for the proposed project. **CHAPTER 2 EXECUTIVE SUMMARY** includes the same table, as well as an explanation of each of the entitlements and approvals required from Placer County and each of the approvals and permits required from other agencies.

Table 3.1

Required Approvals/Permits for Livingston's Concrete Batch Plant

Required Permit	Responsible Agency
Variance (to 45-foot maximum height allowed in Heavy Commercial Zone District)	Placer County
Use Permit	Placer County
Improvement Plan Approval	Placer County
Grading Permit	Placer County
Building Permit	Placer County
Onsite sewage disposal system construction	Placer County
Sand filter system operating permit	Placer County
Authority to Construct and Permit to Operate	Air Pollution Control District - Placer County
Section 404 Nationwide Permit	U.S. Army Corps of Engineers
Section 401 Certification and Report of Waste Discharge	Central Valley Regional Water Quality Control Board
Section 402 National Pollutant Discharge Elimination System Permit Compliance	Central Valley Regional Water Quality Control Board